

# Fact Sheet | Transmission route selection

SEPTEMBER 2022

AusNet is leading the Gippsland Renewable Energy Zone<sup>™</sup> project (G-REZ<sup>™</sup>) that will unlock 3-4GW of renewable energy by 2027. **▼** 

# Determining a preferred route

In identifying the preferred transmission route for the Gippsland Renewable Energy Zone project (G-REZ), AusNet used selection criteria that considered:



Geography and topography of the land, including terrain and waterbodies



Biodiversity and threatened habitat, including conservation and flora reserves



Overall length<br/>required ofEriansmissionuroute andirnumber ofralandownersimpacted

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Existing and future land use and infrastructure requirements



Places of Aboriginal cultural heritage significance



Proximity to dwellings, schools, hospitals



Incompatible land uses such as transport networks, airfields and airports

# What corridors were considered?

Before the preferred route could be determined, a broader area of investigation was defined. These areas, referred to as corridors, provided a wider area within which AusNet could conduct preliminary investigations into potential route locations to develop the G-REZ transmission infrastructure.

AusNet initially considered four possible corridors for the G-REZ project:



**Corridor A** Giffard to Hazelwood; north of Basslink



Corridor B Giffard to Hazelwood; north of Holey Plains State Park

Corridor C Giffard to Loy Yang; north of Basslink



Corridor D Giffard to Loy Yang; north of Holey Plains State Park

grez.com.au

# Why this route?

Corridor B (Giffard to Hazelwood; north of Holey Plains State Park) has been selected as the preferred route as it:

- Offers developers access to connect into the terminal station near Giffard.
- Provides a ready-made connection point into the grid at the Hazelwood Terminal Station.
- Minimises the overall impact on the environment.

For corridors C and D, several engineering challenges exist to connect G-REZ into the Loy Yang terminal station.

Corridors A and C (north of Basslink) were also closely assessed, however both options faced significant challenges including:

- Location of the terminal station near Giffard.
- Expansion of the existing easement.
- Additional impact on the environment, biodiversity and landholders.

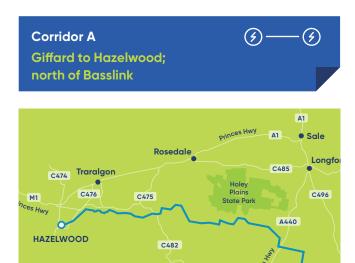
Corridors A and C (north of Basslink) would require an easement of up to 180 metres wide. This would have a significant impact on landholders and could result in existing land uses, including agricultural activities, no longer being possible.

Corridor B is the preferred corridor as it maximises opportunities for renewable energy generators to connect to G-REZ while not significantly impacting the environment.



# Summary of routes considered

Based on AusNet's assessment, with support from specialised consultants, a summary of the relative merits of each corridor considered is presented below.



# **Benefits**

Corridor A

- Compared with corridors B, C and D, this corridor intersects a lower number of existing transmission lines and associated infrastructure.
- This corridor intersects the lowest number of gas and oil pipelines.

# Challenges

Compared with the other corridors considered, corridors A and C were determined to have the greatest impact on the environment, including impacts to larger areas of native vegetation.

This corridor was found to:

- Have a high likelihood of state and federal listed flora and fauna occurring within 500 metres.
- Cross a larger number of environmentally sensitive areas including reserves and wetlands and areas of known cultural sensitivity as well as being within 500 metres of known heritage properties.
- Have the greatest socioeconomic impacts, which includes impacts to existing land uses and landscape and visual amenity value.
- Be within 250 metres of existing buildings and dwellings, as well as mining licences within the Latrobe Valley.



Corridor B	<i>(</i> 3)—	-3
Giffard to Hazelwood; north of Holey Plains State Park		



# **Benefits**

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- Compared with corridors A, C and D, this corridor traverses a lower number of nature conservation reserves, state forest areas and wetlands.
- This corridor has been deemed to have a lower likelihood of impact to high value native vegetation compared with the other options considered.
- State and federal listed species are deemed less likely to occur within 500 metres of this corridor.
- Corridor B has the overall lowest number of heritage properties within 500 metres and does not cross public conservation zones.

# Challenges

- This corridor includes the greatest number of physical constraints that will require engineering solutions to address including road, transmission line and gas and oil pipeline crossings and various geological formations.
- As the longest corridor considered, developing within this area is therefore the most expensive with increases to the number of neighbouring land uses, nearby dwellings and areas of potential cultural sensitivity.
- Corridor B traverses mining licences and will require land use agreements with the relevant mine licensee.
- This corridor also traverses areas with height constraints near the Latrobe Regional Airport.

#### **Corridor C**

Giffard to Loy Yang; north of Basslink



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### **Benefits**

• As the shortest corridor of those considered, this requires the least amount of engineering solutions to be developed.

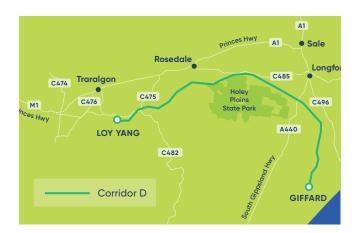
# Challenges

- This corridor is likely to have an equivalentenvironmental impact to corridor A, and a greater number of environmental impacts compared with corridors B and D.
- Corridor C traverses a large area of native vegetation and is likely to have state and federal listed flora and fauna within 500 metres.
- This corridor also traverses a large number of watercourse crossings, wetlands, nature conservation areas and reserves and state forest.
- Compared with the other options considered, corridor C includes a larger area where there is known and/or likely cultural heritage.
- The corridor traverses state parks and forests, as well as mining licences, requiring engineering solutions and consideration of land use compatibility.

#### Corridor D



Giffard to Loy Yang; north of Holey Plains State Park



#### **Benefits**

- This corridor has limited environmental impacts compared with the other corridors considered. It does not traverse as many nature conservation reserves, state forest parcels and wetlands as corridors A and C (although more than the preferred corridor B).
- This corridor crosses a lower number of areas of high value native vegetation and areas likely to include state listed fauna.
- Corridor D includes less heritage properties within 500 metres.

### Challenges

- Corridor D presents several physical constraints that require engineering solutions to address.
- This corridor also requires design solutions to address a wider variety of neighbouring land uses compared with other corridors considered.
- Despite having less heritage properties within
  500 metres, this corridor traverses areas of known cultural heritage sensitivity.



#### **Contact Us**

AusNet is committed to providing many opportunities for locals to share their knowledge about the area and provide feedback. For more information, or to speak to a member of our team, contact us via:

AusNet

